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Vol. II.

JANUARY, 1922

No. 6

Columbian Wins In Supreme Test.



On November 4th, three huge drydock pontoons were being towed by as many tugs, through the teeth of an eighty-mile gale on Long Island Sound. Furious seas crashing over decks added several thousand tons to the weight of the pontoons.

The storm, increasing in violence, forced one of the tugs to port, then hawsers began to snap like overtaut violin strings. Tug *Peerless* of Lee's Towing Line, using a 6" Columbian *Tape-Marked* Manila Hawser held fast! Then came a tremendous lunge and two 16" square towing timbers of seasoned Oregon pine snapped like tinder-wood and the released pontoon bounded away with astounding speed.

Peerless now despatched her last assistant to pursue the runaway and made both remaining pontoons fast astern her hawser. The storm, increasing in violence, took the entire tow full speed astern until a steamer providentially bearing up took a line from *Peerless*.

The 6" Columbian *Tape-Marked* Hawser now held the tug and two pontoons astern the steamer which hauled the entire tow through the teeth of raging seas into Newport. The two pontoons depending on the Columbian Hawser were saved.

Lee's Towing Line, Inc., write as follows: "And the *Tape-Marked* hawser is as good as new!"



Columbian Rope Company

Auburn, "The Cordage City" N.Y.

BRANCHES:

New York
Boston

Baltimore

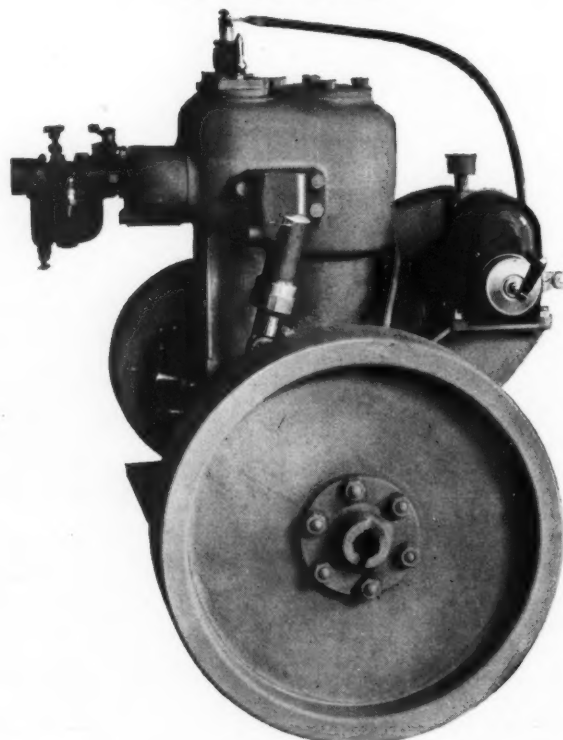
Chicago
Houston

KERMATH

"A Kermath
Always Runs"

\$135.⁰⁰

*with
Bosch Magneto
and
Impulse Coupling*



\$135.⁰⁰

*with
Bosch Magneto
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Impulse Coupling*

THE KERMATH 3 H.P. 4 cycle, one cylinder engine is built for the man who wants Kermath Quality for a smaller boat. Kermath Quality is well known among motor boat men, as it stands for the class of engines which are built to perform a certain service and they will perform this service day in and day out and do it perfectly. The one cylinder is fitted with a Park Counterbalanced 40 point carbon steel crankshaft. The engine is rated lower than other engines of the same size as we are always conservative of our ratings. The bore is $3\frac{3}{4}$ " and the stroke is 4" and standardized Kermath

parts built for heavy marine service are used throughout.

The ignition is by a Bosch high tension waterproof magneto fitted with impulse coupling and with the switch in the magneto breaker box.

The wire going to the spark plugs is the only one needed. No batteries are needed. The engine is easy to start and will run continuously at any speed desired.

This represents beyond a doubt one of the finest engines in this size that has ever been put on the American market.

Department AF

—KERMATH Mf'g Co.—
DETROIT 5900 COMMONWEALTH AVENUE **MICHIGAN.**

Not A "Trade Paper"

The ATLANTIC FISHERMAN is a paper for fishermen—producers—the men who actually fish for a living. It does not purpose to cover the fish trades; nor does it wish to be looked upon as a "trade paper". Rather do we like to think of it as a home paper for fishermen.

Our first care is that its pages be readable, for we believe that matters of human interest and practical vocational help are more to be desired by our readers than stereotyped "trade notes" and dry-as-dust statistical matter.

We want it to be regarded as a steady and reliable source of information, profit and entertainment by that vast army of 150,000 workfolk which constitutes our field.

Atlantic Fisherman

A "FARM" JOURNAL FOR THE
HARVESTERS OF THE SEA

JANUARY, 1922 VOL. II. No. 6

David O. Campbell.....Pres. and Treas.
Frank Arnold.....Manager
E. Blaine Reichert.....Advertising Manager
Arthur W. Brayley.....Editor

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Boston Massachusetts
A Dollar a Year Ten Cents a Copy

Entered as Second Class Matter August
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Under the Act of March 3, 1879.

Fair Play

We believe that all the advertisements in this paper are trustworthy. As proof of our faith, we offer to make good to actual subscribers any loss sustained by trusting advertisers who prove to be deliberate swindlers.

However, we are not responsible for claims against individuals or firms adjudicated bankrupt, or where estates are in receiver's hands, or against whom bankruptcy or receivership proceedings are pending.

Nor shall we attempt to adjust trifling disputes between subscribers and honorable business men. This offer holds good for one month after the transaction causing the complaint.

To take advantage of this guarantee subscribers must always state in writing to or talking with any of our advertisers: "I saw your advertisement in ATLANTIC FISHERMAN".

BE PATIENT, PLEASE

SINCE our advertisement in the last issue announcing the forthcoming Atlantic Fisherman's Almanac, we have received letters from subscribers everywhere asking why it has not been received. The truth of the matter is, it isn't out yet. We have compiled all the data, and have it almost ready for the printer. We ask you to be patient for a couple of weeks. Meanwhile, let us assure you that you've something very worth while to look forward to.

FISHERMEN'S LUCK

I PUT a question to Thomas Cod
As he sat on a lobster-trap,
And he told in language rather odd
This tale of his worst mishap:

How nigh was I ever to drownin'?

Wal, forty-odd sea-farin' years
Gives plenty o' time for plumb-soundin'
An' sleepin' with sand in yer ears.
But in fishin' the chances is double
Against ye remainin' afloat:
Three times they jes' seen my last
bubble,
An' gaffed me into the boat.

We weathered that gale for a wonder
In sixty, that swep' the Gran' Bank,
When dozens o' vessels went under
An' left a great grim lookin' blank.
After that by capsizin' a dory
I drifted ten hours on an oar;
An' I wouldn't be tellin' this story
Ef left on it one minute more.

But wunst in the days o' handlin'
Before they had found out a traw,
Ah! that was my nearest to jinin'
The watch that has stood the last
call.

'Twas in that old schooner, the Hero—
They counted her then with the best:
We had reeled in our lines on Banquero
An' gin her the jib, headin' West.

The breeze it was mostly too gentle;
But nobody found any fault—
We had fitted for eight hundred kente
An' wet every kernel o' salt.
After supper the wind seemed to
flatten,—

So calm that we hauled in the log.
Then we laid there a-rollin' an' slattin';
As thick as burgoop was the fog!

We had quit settin' taut the boom-tackle
An' bousin' the fores'l in flat;

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For suthin' was apt to onsheckle
Or play out in surgin' like that.
On deck we was laughin' an' jokin',
While some down below layin' back
Had loaded their clays up for smokin',
An' lugged out the greasy old pack;

Then we heerd to the West'ard a
hummin',
An' sev'ral sharp toots like a horn;
An' the skipper sings out, 'She's a-
comin'!'—

A steamer as sure's you're born!
I could ha' been floored by a feather,
So ketchy at fust was my breath;
But I pulled myself lively together,
An' squared off for sparrin' with
death.

Our bow had swung round to the
Nor'ard,—
The durned bit o' headway she had;
But we roused the boys up from down
for'ard

An' tuned the old conch shell like
mad.
We kep' blowin' harder an' harder:—
O Lord! but I knowed we was gone
When out bolted a blasted Cunarder
A-beam an' a-comin stem on!

You never seed nothin' to match it,
The way she was flingin' the spray:
Her bow jest as sharp as a hatchet,
An' high as our hooker's spring-
stay!

But the time was too short to be
reckoned,—
I tell ye 'twas jest like a flash;—

Up loomed the big brute,—the next
second,
She cut us clean through with a
crash!

In the midst o' our top-hamper tangled
With splinters o' bulwark an' beam,
We hitched to the bowlines half
strangled,—
All saved! An' it seemed like a
dream.

I tried to sing praises to Zion,
But, honest, my tongue wouldn't
wag:

The shock found me brave as a lion,
An' left me as weak as a rag!

My senses had played me the queerest:
The water swashed over me cold;
But blow me! my sight was the clearest
For things that no eye could behold.
I couldn't see nothin' before me
Exceptin' our doom that looked
black.

But—there was the mother who bore
me
A-waitin' for me to come back!

Since then I have allus been skittish
Down there in a fog-breeze at night.
Your hall might be Yankee or British,—
Your name would be Dennis all right.
Perhaps for three days out o' seven
You kinder get so you can feel
Quite safe from the marcy o' Heaven,
But not from the monsters o' steel.

Now the owners o' all the big liners,
I'm told on both sides o' the pond
Have passed round a paper for signers
To meet an' come under a bond,
That seein' this northerly runnin'
Is suthin' they oughter condemn,
They'll change the course southerly,
shunnin'

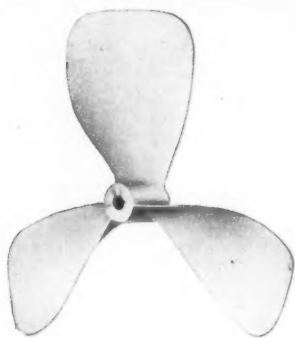
The bankin' fleet. Bully for them!

—M. H. NICKERSON

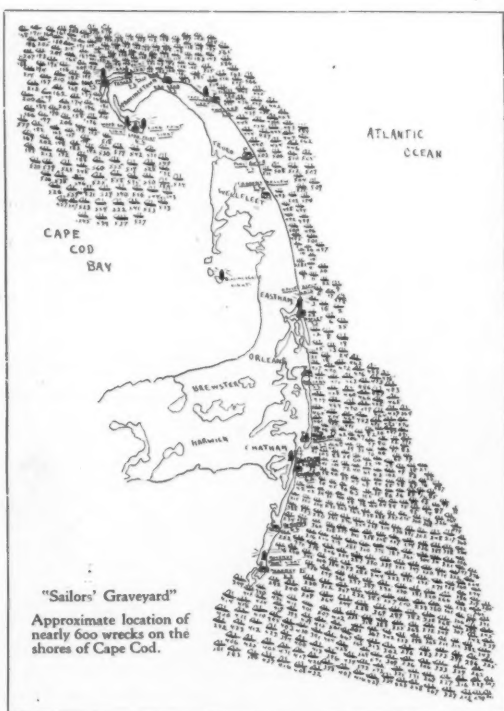
FACTS FOR ADVERTISERS

D ESPITE what over-zealous sales-
men may say to the contrary,
rest assured that the "Atlantic
Fisherman" DOES get to the big buying
units of the fishing industry—that it
DOES have unquestionably the largest
circulation among fishermen of the At-
lantic.

The "Atlantic Fisherman" does not
straddle the field. It has a 98 per cent.
pure producer circulation. Bear in
mind the obvious fact that you can't
sell fishing equipment or fishermen's
supplies to fish stores.



Power would have saved many
from this Graveyard



"Sailors' Graveyard"
Approximate location of
nearly 600 wrecks on the
shores of Cape Cod.

Reprint from ATLANTIC FISHERMAN, July, 1921.

A storm swoops down—a no'theast gale—sails rip away—anchors drag—a helpless hulk—roaring breakers to leeward. THEN what would you not give for a powerful "kicker" astern!

COLUMBIAN BRONZE CORPORATION
522 FIFTH AVE., NEW YORK CITY



Established 1829

Incorporated 1896

"From Raw Stock to Finished Product"

Manufacturers of

**Cotton Seine and
Seaming Twines**

AND

Cotton Pound Netting

**New York Net and
Twine Co.**

MOODUS, CONNECTICUT

What fishermen say about

KNOX MOTORS
VALVE-IN-HEAD

RECOMMENDATION No. 3

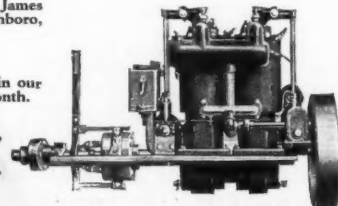
I have been using KNOX motors for seventeen years, all of the two-cycle type. Last year I purchased a Model G, 12 H. P. KNOX. During all this time I have run these motors without one mishap.

My business is lobster fishing and I am also mail contractor from Long Island to Swan's Island, making two hundred and thirty odd trips a year. Give me a KNOX motor every time. They have them all 'stopped' for safety and low fuel consumption.

Copy of a letter from James H. Thurlow, Frenchboro, Maine.

Another will appear in our advertisement next month.

KNOX Model "G"
Four Cycle Type.



We build Lobster, Scallop and Cargo Hoists.
Commercial boats up to 100 feet over all.

Our Catalogue Will Give You Full Details.

CAMDEN ANCHOR-ROCKLAND MACHINE CO.
CAMDEN, MAINE, U. S. A.

ATLANTIC FISHERMAN

The Only Publication Devoted Exclusively to the
Fishing Interests of the Atlantic Seaboard

Vol. II.

BOSTON, MASS., JANUARY, 1922.

No. 6

A Winter's Trip to the Banks

Log of the Boston Flyer Mayflower in Action as Recorded by Roy W. Pigeon

ON October 22nd, 1921, Saturday, at 2.30 P. M., we hoisted sail and started down the harbor from Boston with a good breeze blowing south by west. We traveled along at a fast clip. A motor boat from the fish pier hooked up with

Jibed over after passing Deer Island, headed for the Graves Light. The wind lightened some, which did not meet with our approval, as we wanted to reach Halifax in time for the race. Jibed over again and passed a large steamer inbound and received

a friendly cheer from the passengers who, I imagined, were glad to be nearing port.

We passed the Graves Light at 3.30 and laid our course east by south. Threw the log at 4 P. M. At 6.30 P. M. the wind had increased to 20 miles. The log showed 35 knots at 7 P. M. At 5 P. M. the cook had announced supper and needless to say first table lost no time in getting to work on some good pork chops, hot biscuits, boiled potatoes, tea, cake and pie. Let me say here that we have a fine cook and the food was the very best. The crew thrive on good food and plenty of it.

The breeze increased and a large quartering sea followed us. Oilskins were in order, as it was getting cold; the spray was flying and we were rushing through the water at a rapid rate.

At 8 P. M. we heard something snap and down came the throat of

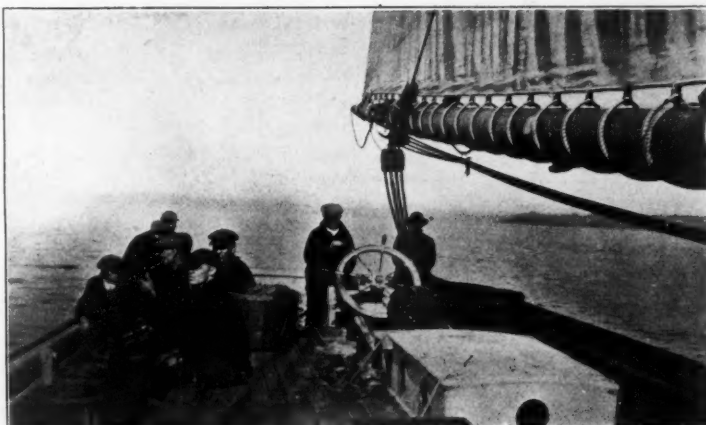


THE FISH PIER WISHES US BON VOYAGE

us to wish us bon voyage and to test our speed. We soon left her behind and raced down by Deer Island Light with our four lower sails hard full.

We hoped to reach Halifax, N. S., in time to see the race on Monday between the Elsie and the Bluenose, some 400 miles away. The betting on the fish pier was 10 to 8 that we would not reach Halifax in time for this race.

Our crew, 23 men all told, as they emerged from the cabin or fo'castle, dressed for action, hardly looked like the same men who came aboard just before we cast off, in their soft clothes. Strong, able men with stiff backbones, these fishermen, for no other type could stand such a life.



STRONG, ABLE MEN WITH STIFF BACKBONES,
THESE FISHERMEN

the mainsail. All hands were ordered on deck, flare torches were lighted, the mainsail was taken in, the boom was lashed in the crutch and the sail snugly tied up. A watch was set then, two men to a watch, and we went below to the cabin where a good, warm fire was burning in the stove. We stripped off our oilskins and spent an hour talking of the race between the Elsie and Bluenose and wondering if we would get there to see it on Monday.

Aired up and at 9.30 we were making fine progress under foresail and two jibs. Turned in at 10 P. M. Although there was considerable noise about deck, had a good night's rest.

After logging 100 knots, course was altered to the east. October 23rd, Sunday morning, broke fair and clear, with a strong breeze from the northwest.

Amos went aloft at 8 A. M. to repair the damage and discover why the mainsail came down. He soon found the cause. One of the throat links, made of $1\frac{1}{4}$ " iron, supposed to have a breaking strain of 72 tons, had opened in the weld; the blacksmith responsible for same had burned the iron in the weld.

By 9 A. M. a new shackle was installed in place of the broken link, the throat block hoisted aloft in position, by which time it was blowing so hard that the riding sail was ordered hoisted.

About 9.45 A. M. found us scudding along with a 50-mile northwest wind on the riding sail, foresail and two jibs. A heavy quartering sea was running and the flying spray, showing rainbow colors, made a wonderful sight as we glided on.

At noon we hauled the log and found we had covered 205 knots, and barring accidents we would be sure to reach Halifax in time for the race. At 2 P. M. we sighted a sail, the first we had seen since leaving home—a fishing schooner, bound to the westward on the wind, and making very slow progress against the very heavy head seas. The crew decided it was the Robert and Arthur of Boston.

At 2.30 P. M. we sighted land off Cape Sable and altered course to northeast. Sails were trimmed a little and the wind was still blowing very hard and we were bucking a strong head tide. We were making up under the land and soon we

would be getting into smoother water. We hauled the log and found we had covered 230 knots.

Passed Brazile Buoy at 3.15 and decided to make a test as to just what speed we were making, so took another log reading and at 4.15 the log was hauled and we found we were making 13 3-10 knots, which was a very good one-hour run.

At sundown the breeze had decreased to 20 miles an hour. We were then off Little Hope Light-house. We ate supper in comfort, as it was much smoother as we neared the shore. At 10 P. M. we were off Margaret Bay, where we encountered some very severe wind squalls, running from 50 to 65 miles an hour. The jib was ordered in and triced up, and we proceeded the rest of the way under riding sail, foresail and jumbo. The puffs were so heavy off Margaret's Bay you would almost believe that everything was being torn up by the roots.

At 2 A. M. Monday morning we lashed the wheel off the buoy where the Sambro Lightship is stationed, just 34 hours from the Graves Light. Only four hours of the entire run did we have the mainsail set; for 13 hours we ran under foresail and jibs; for 14 hours we ran under riding sail, foresail and jibs, and for three hours we ran under riding sail, foresail and jumbo. Log reading from Graves to Sambro Lightship buoy was 347 knots.

Monday, October 24th, broke fair and clear. The wind was light as we jogged in toward the harbor, and it looked like a fine day for the race. A committee boat steamed by us about 8 o'clock and gave us a friendly wave. The crew of the Mayflower were keyed up with the excitement of the coming race, but in their excitement there was a touch of sorrow on their faces, for they should have been in the race.

Here they come! Way up in the harbor, the Elsie in the lead and the Bluenose, with her large, white sails, in the background. As we beat to windward to meet them, they are nearing the automatic turning mark, the Elsie 45 seconds in the lead. The Bluenose looks to be a little sheet bound and we wonder why she does not ease up her sheets a bit. The next mark is still to leeward off Sambro Lightship buoy. Here at times the Bluenose appears

to be gaining, and as they round the mark we find she has picked up 10 seconds on the Elsie.

At the next mark, still to leeward, the Bluenose was up very nearly even with the Elsie, but was unable to haul clear, no doubt due to the superb handling of the Elsie, who would come up under the big nose of the Bluenose and backwind her enough to prevent her from getting by. This turn, therefore, goes to the Elsie by a close margin.

On the wind things begin to look different. The crew of the Mayflower suddenly shout: "Look! The Bluenose is ahead!" and then: "Look at her leave the Elsie astern!" Then, and not until then, did we have occasion to compare the relative size of the two schooners. How could anyone hope to win a race with a boat the size of the Elsie against a boat of the Bluenose's size?

(To be continued)



HERE IS A CALENDAR WELL WORTH SENDING FOR

We have received some very attractive calendars this year, but the one put out by the Columbian Rope Company, Auburn, New York, in our opinion, surpasses anything we have seen. A picture of it is shown above. The Columbian Rope Company offers a limited number of their calendars to fishermen, free of charge. Better get a post card off to them at once.

A Few Comparisons of "Puritan" and "Mayflower"

By L. FRANCIS HERRESHOFF

THE new fishing schooner "Puritan" is very similar in model to "Mayflower". When in the water the "Puritan" may look quite different to the average eye, but this will only be on account of the stern of the "Puritan" being carried out and the transom given a graceful rake after the accustomed manner. This old-fashioned stern has the disadvantages of being a little harder to build, very much heavier and of being a continual nuisance, as the stems of the dories catch under it. Its only advantage is in appearance. The public demanded

is that in boats with inside ballast the beam is an advantage when on the wind.

These differences in models seem to forecast that the "Puritan" will be fastest to windward and the "Mayflower" best off the wind. But, nevertheless, it may not turn out so, for there are many other very important things besides the model to consider. The most important of these probably is the sails. I do not mean by this the newness or the cost of the sails, but rather the right amount of draft in the right place. The curve of the sails is quite as important as the model under water; one is driving ahead and the other is holding back.

Next in importance probably is the way the schooners are handled. The things that count are the proper setting and trimming of sails, and the careful judgment of distances, knowing just when to tack ship to get advantage of tide, never overstanding the mark, etc.

Next comes the spars and rigging. Right here is the point where the real science comes in, for the saving of every ounce of weight aloft is most important, so the perfect proportioning of every piece of rigging, spar, shackle and forging becomes a very important work and can only be done by a man who has had experience at sea and a scientific training. Now the "Mayflower's" rigging was laid off by the naval architect so that it was in proportion to the rest of the vessel. She went through several severe gales last fall and everything stood the strain, although she could be greatly improved upon in the detail of mast head fittings, etc. The workmanship on the rigging of the "Mayflower" was very nearly perfect, and we hope that the spars, rigging and fittings on the "Puritan" will be as good. This may play a very important part next



STERN OF MAYFLOWER
Photographed from Model

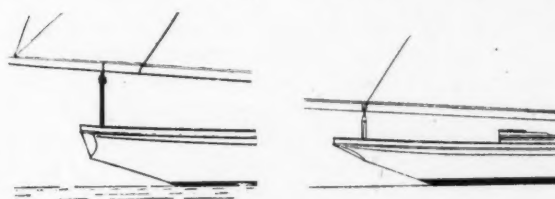
this overhanging stern, accordingly Mr. Burgess had to put it on.

The "Puritan" has a fuller and slightly deeper forefoot, a decided advantage in going to windward, as it allows the ballast to be stowed somewhat lower. This should help considerably, as one of the principal troubles all fishing schooners have is lack of stability when heeled at any considerable angle.

The "Puritan's" keel is shorter than the "Mayflower's", thus cutting down the wetted surface so that the "Puritan" should be better in light weather.

The "Puritan" has not quite as fine lines aft and not quite such a straight run from her midship section to rudder post, so that the "Mayflower" probably will be the fastest before the wind and reaching in a breeze. I think it is safe to say that the "Mayflower" will be a very hard boat for any sailing vessel to beat in a stiff breeze, with wind on the quarter.

The "Puritan", although a bit shorter, has more beam than the "Mayflower", and it is difficult to say which is the more advantageous, but my opinion



A COMPARATIVE STUDY

(Left) Mayflower's Stern (right) The "Old-Fashioned" Type

year, for in a hard beat to windward in a race where everything is driven to the limit, if anything gives out it is all off.

Now, as far as the seagoing qualities of the two boats are concerned, there will be nothing to choose between the two, except the name of their hailing port. And I would like to say right here that both of these fine new schooners, built by Mr. James, are much stronger and in all probability will have a much longer life than any of the schooners now sailing out of Gloucester.

The Fishermen's Tie-Up

WHILE the papers were telling in little paragraphs about a new dispute between the vessel fishermen and owners, which had cancelled sailings and turned ashore over 1,000 men in Boston and Gloucester, I called on Secretary W. H. Brown of the Fishermen's Union of the Atlantic for his version of the regrettable incident. Both sides of the case should be given the public in order to arrive at an impartial verdict, but the union headquarters on Atlantic avenue was handiest just then, and thither I directed my steps. The big hall was pretty well crowded with fishermen, who waited the latest word on the situation, while in the office Mr. Brown was feeling the touch with points far and near by keeping the telephone wires humming. Giving me attention at once, and dropping all else, he said in answer to my question:

"To make it plain, the whole trouble is owing to the difference between the old 'lay' on which the men have been going, and the one which it is now proposed to adopt. The former was based on a decision handed down by Henry B. Endicott and his Public Safety Committee during the war. It was agreed that the men should value the gear with the owners and pay that valuation. Then the gear should be free, as it was called; and the owners were to pay their part of the lost and condemned gear, according to the lay the vessels were on. If a vessel was on a fifth, she would pay a fifth of the said loss; if on one-quarter, then in the same proportion, that is, one-quarter. Now the single dory schooners, using gasoline, go on what is called a clear fifth, while those using crude oil are on a quarter lay. The double dory vessels take a clear quarter. That has been the custom all along, and it seemed to give tolerable satisfaction.

"Now the Vessel Owners' Association of Gloucester comes forward proposing to substitute the following for a change: The owners will simply provide the vessel and engine, taking a clear fifth or quarter, as the case may be, regardless of the operating expenses which fall upon the crews. To the uninitiated or the public at large, it might seem that the owner is entitled to these concessions; but when it is shown that the fishermen pay for all the grub, bait, ice, gasoline, oils, and, in fact, for everything that goes on board the vessel, it will be seen that the men have to make a mighty good stock before they can take home the average pay of a day laborer. Now, I would ask the public, in all fairness to the men who produce that great staple, the sea food of their country, to give this statement a clear and unbiased consideration, and let the editor of these columns have your opinion on the same.

"I may add that the fishermen are paying more for ice than they did in 1917. It is now \$6.00 a ton. Grub charges also greatly exceed what we pay at home for the same living. And so on through the whole list of articles. We have asked the owners to

delay these new demands at least for one year, in order to give the fishermen a chance to get on their feet, since they know as well as we do that there are hundreds of fishermen in Boston and Gloucester who have only made from \$40.00 to \$100.00 in the last six months—some money to keep a family on, I'll say! But notwithstanding our pleadings for delay, the answer has invariably been: 'We must show a profit.' When you realize that 75 per cent. of the vessel owners are interested in the buying of fish, you can readily understand the difficulty of a vessel showing a profit. The State Board of Arbitration has been called to investigate the whole matter.

"The union has agreed that any of the men are at liberty to go out on a verbal agreement to settle the trip on the old lay, if they wish to do so, and several have already accepted those terms and sailed accordingly. Speaking as the mouthpiece of our great organization, I feel justified in saying that the union would only be too pleased to leave their case wholly in the hands of the said board for final adjustment. . . . I see you are taking down my words exactly; and if they are printed the reader will learn something of the long hours and hard conditions which the fishermen have to endure while striving to earn a livelihood. No other class of people on sea or shore are obliged to work so steadily with the old saying constantly in mind that 'time and tide wait for no man.' Remember that the fisherman practically works the whole 24 hours to a day when he is engaged in his arduous calling. This being the case, without taking into account the hardships and dangers, don't you think that the fisherman is entitled at least to the common laborer's wages?"

TIE-UP ENDS

THE tie-up of the fishing fleet has been terminated to the mutual satisfaction of the parties concerned, so it appears. The owners agreed to go back to the old "lay," and the crews promptly signed up on those terms, which are much fairer to the men than the proposed change which has now been abandoned. One of the Gloucester vessels, report says, sailed short-handed, with the intention of shipping men in Nova Scotia, but word of her coming was received there before she arrived in port, and that put a stop to the shipping of the rest of the crew, which Captain Lovitt Hines thought would be an easy matter.

It is said that the Canadian mackerel scout will be on duty for the fall run of fish next year, instead of hauling off when the spring migration is over. The department has at length learned that the schools move alternately north and south like robins and swallows.

Who's Who Among the Skippers

By CAPTAIN CHARLTON L. SMITH

Cap'n Henry and the Mayflower Make a Smart Combination

Bouquets at the Mayflower have not been sent broadcast. Nor is it in the province, or the purpose, of these biographies so to indulge. To state facts is the mission of the Atlantic Fisherman, when portraying prominent skippers and the vessels they sail.

In estimating the capabilities of a master mariner, his previous commands usually form a very safe guide. But you wouldn't have to be told those of Captain Larkin after a glance at the man.

A modern sea-dog is Captain Henry — fashionable when ashore—a besweatered college athlete in appearance when afloat. A tall, broad, superbly built man of 43, with that bluff, seaman-like frankness of bearing—you know—the sort that it's a genuine pleasure to meet. His home is in Somerville, where he enjoys himself when ashore with his good wife and a 12-year-old son.

The sea called him at the tender age of 11, when he shipped to help out on deck; at 16 he was serving as cook. But he soon rose from presiding over stove, table and shack locker—he was given some splendid commands.

Such craft as the Harvester, Orpheus and Colonial he had, with 13 years in the Onato at one stretch. After that came the fine, large schooners Arethusa and Bay State.

Small wonder, then, that when something unique in the way of fishing schooners was ordered—something that would be fast enough to defend the International Cup—they offered the command to the skilful and successful subject of this sketch, a man who had sailed out of Boston or Gloucester for 32 years. Captain Larkin considers his career uneventful—things that to us seem remarkable being to



CAPTAIN J. HENRY LARKIN

him all in the day's work. He recalls only one accident. He was dismasted on Georges, and the Onato was towed into Yarmouth, N. S., by the Muriel.

When the writer went to the launching of the Mayflower, he went prepared to see a freak. He was taken aback and pronounced her a fisherman, but the cleanest modeled one produced up to that time. The testimony of her captain and crew further strengthened this view.

If the poor, much-maligned Mayflower is allowed to sail in the elimination races next fall (and it would seem that she should be), it is our humble opinion that she will make an excellent showing, to the credit of both herself and her skilful com-

mander, Captain J. Henry Larkin. She has already proved her ability to pay her way.

It is now supposed that after winters of heavy snowfalls, with ensuing full rivers and freshets in the spring, the schools of mackerel give the coast a wider berth than usual, as the least freshness in the surface water is very repugnant to that species of fish. Marine research councils, take notice.

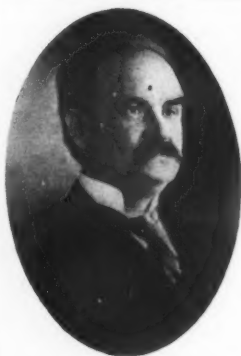
The Atlantic Fisherman's Almanac will be available the latter part of next month.

WM. H. CHAMBERLAIN

Power Dories, Sailing and Rowing Dories
Launches, Skiffs and Tenders

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MARBLEHEAD, MASS.



LIVE ISSUES for FISHERMEN

By

M. H. Nickerson

PROGRAM FOR PARLIAMENT

I HAVE prepared and submitted the following fishery agenda for the solid sixteen from Nova Scotia to work on during the first session of the new parliament:

1. Enquiry into the lobster industry in general, with a view to securing more suitable regulations for the live export branch, as regards open season and means of transport. Future laws governing the same to be enacted by parliament, not determined by order-in-council as before.

2. Mackerel scouting during the fall run, or southward migration. Biological board to explore breeding grounds and study movements of fish when schooling, and to collate all possible data on the subject by using Port Hood as a base, with a sub-station at Souris, P. E. I.

3. Lifting of embargo on purse-seining by Canadians within their own territorial waters, and exemption of fishing boats from sales tax on material entering into the construction of the same.

4. A survey boat (steam or gas, not over 30 tons) to locate with more exactitude feeding and spawning grounds, and to secure for scientific purposes adult species from the same; the boat to carry sets of ordinary gear for ground and school fishing, by handline, setline, beam-trawl, flounder dredge and purse-seine; the use of the same to serve in training a yearly shift of half a dozen youth or so, in different branches of the calling; the catches to be sold for the upkeep of the expedition, the surplus, if any, to be paid to the apprentices. Such a boat would be a self-sustaining marine college, the first of its kind in the world, from which to graduate future leaders in the occupation, as well as forming a valuable adjunct for salt water research by observation and experiment accurately recorded.

5. Official recognition of the claim put forth by the Maritime Provinces with respect to the deferred fishing bounty accruing from the so-called Halifax Award; with appropriate action to guarantee payment of the same.

6. Prospecting by said boat for possible scallop beds in the coastal waters, and experimenting as to areas suitable for oyster culture.

7. Steps for improving means of transportation for all species of fish to be marketed fresh, by forwarding more expeditiously from producing points to consuming centres, and by reducing excessive express and freight charges over lines controlled by the federal government.

THAT REMINDS ME

GLoucester is in a ferment over Mayor Percy W. Wheeler's charges concerning some practices in the fish trade. Whether all or any part of those astounding allegations are true, remains to be seen. I only mention them here because they bring to mind an incident in a great fishing centre very far from Gloucester. In a news letter to some paper I had alluded to the boss of the establishment, politely enough, but he didn't like it. Now I was going to make a friendly call on him, and before entering the office I strolled around the flakes where the men were spreading a huge lot of hake. I asked them for what market, and they said Italy. I thought Italy didn't use hake. "Oh, yes," they said, "when we cut off their whiskers and ship them as cod." The boss greeted me pleasantly, remarking with a smile, "So you are the man who ripped me up the back." I smoothed it all nicely away, but was tempted to say, "If I copied your manner of dealing with hake, I would cut off your whiskers

and rip you down in front." The moral: Reform your methods of packing for a foreign market.

A COLD STORAGE STEAMER

ONCE wrote a great deal on the need of a cold storage steamer for the transporting of fresh fish by water. I argued that for the Boston-Yarmouth service chilled space in the hold would keep iced mackerel, halibut and other kinds up to the first stage of freezing in the ordinary containers, so that melted ice and mushy fish would be diminished in Boston receipts. It looked so reasonable and right that Mr. Calvin Austin himself gave it some attention, and came over to Yarmouth to consult the shippers about it. No one dissented; and on Mr. Austin's return he interviewed the Boston lobster dealers in a bunch in order to get their opinion. Three of those men, whose names are now withheld, kicked vigorously against that proposed improvement, and of course that was the last of it.

Now we read in high class papers that a cold storage steamer has left Seattle loaded with frozen fish and bound for the North Atlantic coast through the Panama canal. It is said if this venture turns out well, a regular system of water-carriage for frozen fish will be established by the same route for the eastern markets in general. Somehow our Pacific shipmates are quicker both to catch on and to act than those of the older settlements on this side of the continent. An occupation or a calling, in process of time, may take on all the fixity of ingrained habit, and candidly that seems to be the case in some branches of fishing which started in the old colonial days. It is quite likely that Pacific catches and cures will gradually work their way eastward to the detriment of Atlantic voyages.

LOBSTER NOTES

THE SITUATION

DURING the late open season in Nova Scotia so many lobsters were put on the market from that province that the speculators filled cars and pounds in Maine, as the prices would not warrant the usual sales just then. This fact, and the mild weather in January favorable to fishing, has led to a plentiful stock on hand at present. But should February prove stormy, the supply would probably not last beyond the first of March.

The price of lobsters now is ten cents a pound lower than at this time last year, which makes the business rather unprofitable, the dealers having paid high prices for the present stock in order to protect themselves against the winter scarcity. Many of the dealers, availing themselves of the mild weather, are taking out a large percentage of the impounded stock to save the heavy expense of operating in case of severe weather in February.

The Yarmouth boat still brings in small consignments of lobsters from Nova Scotia at every trip. These were held there by the speculators. They do not arrive in good condition. This reserve supply is about exhausted now.

The Digby season opened, January 15, but Boston dealers expect the shipments to be too light to affect the market to any great extent.

The Yarmouth boat brought in 112 crates of lobsters on January 18. Some part of that shipment was the first fruit of the Digby season, which opened three days before. These consignments are overlapping the reserve lots filtering in from the adjoining Nova Scotia section where lobster fishing ended December 15. It is not a very prudent arrangement to have two sections, each under a separate regulation, contributing to the market receipts at one and the same time.

Live lobsters from the Nova Scotia reserve lots come dribbling in by almost every boat from Yarmouth. And still there is more behind. Our estimate of those remainders was entirely too low. The four weeks' steady work must have landed up-

wards of a million dollars' worth of lobsters, which is nearly as much, as the official returns give for the total value of the live exports from all Canada in a whole year. The official arithmetic is not reliable.

Those who handle live lobsters in the boat or for the market should think of the peculiar situation to be faced late next spring when receipts are apt to come in a mellow condition. The whole shore from the state of Maine boundary to the Strait of Canso will be fishing lobsters, according to the latest regulation; that is, about six former legal divisions of territory (sections), covering more than 500 miles of coast, will all be at it simultaneously! Add to this, the gulf coast of New Brunswick, which made its initial shipments overland to St. Andrew's last year, and will doubtless renew the enterprise next spring. It is possible to have too much of a good thing.

THE LOBSTER AT HOME

THE natural food of the lobster consists of clams, mussels and other small shellfish. There is not that variety in his bill of fare which many scientists suppose, seeing that his forward motion at the best is decidedly unable to overtake anything fitted for swimming. Only when fleeing from danger does the lobster put on a spurt and exhibit speed. Even then it is a straight line to the rear. This is performed by a rapid succession of contractile strokes with his tail, the first flap lifting the body at an angle and sufficiently high to clear the bottom with the next stroke. Then reaching out both claws in front so as to preserve a horizontal position as near as may be, the retreat is made in double-quick, but never at the rate of 30 feet per second, as some authors allege. In fact, the lobster seldom, if ever, takes backwater to such a distance at all; but after five or six strokes of the tail rearward, which raise him commonly nearer the surface, he appears content to slack up and settle to the bottom, especially if kelp or tangleweed is near into which he can crawl for safety.

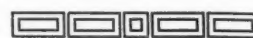
It is amusing to watch a lobster put up a rearguard action when provoked to it if you push a pole or an oar down within a foot of him from a position behind. His erectile eyes, on the ends of little upright rods, are watching out in that direction, and when the strange object comes dangerously near, he executes the right-about-face move with great rapidity and puts up both claws wide open and ready for a death-grip on anything with life in it. I never saw a duel to the death between two lobsters, but I have on several occasions witnessed a brief encounter between them when crowding around a piece of bait on bottom. Never did one of them display the pugnacity of a bantam cock, but after a short flourish of claws, as if sparring, the smaller specimen would generally give ground.

The lobster may be said to carry his teeth in his hand, the large claw being furnished with molars, the small one with cutting teeth. The former is fitted for crushing the hardest shell it seizes, after which operation the small claw is used to divide the prey still further before the real mandibles go to work on it with that peculiar sucking process. . . . It is curious to observe a lobster when he is foraging where no savory herring or sliced sculpin has been put in the path to decoy him into a trap. Of course, he does not find clams and such like lying around loose, but like primitive man, he has to dig for a living. And this he can do, impossible as it may seem, with a dexterity that is truly surprising. Lying flat on the bottom, by a winnowing motion of the little feathery appendages called swimmerets, he gathers up the sand or light gravel, as the case may be, and with a sudden flit of the tail (not so plumb downward as when backing off) he sends the heap well out ahead. Thus he keeps on dredging till the bivalve is laid bare; then the jointed tail is curved downward around it, the small prod or spur on each transverse rib holding the luscious morsel firmly while the lobster crawls off to a convenient dining place. His burrowing faculty is the same kind of process, on a larger

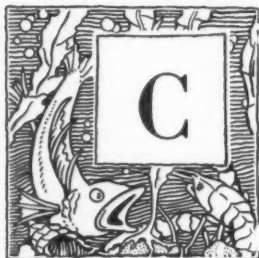
(Continued on page 17.)



AS WE SEE IT



LOBSTERMEN'S RACE PROPOSED



COULDN'T we spare a bit of enthusiasm for a lobster boat race of an international kind? Suppose a match should be called between that class of craft in Maine and those of western Nova Scotia. It would be sure to awaken widespread interest. Such a regatta would test the model, the motor power and the maneuvering—those three essentials to good lobster work. It would also be more like a race-course event than a match far out in the ofing, which can be watched only by a few spectators. It is suggested that Annapolis Basin would be an incomparable field for trying the mettle of the mosquito fleet and affording a brilliant spectacle for thousands if they chose to assemble, as they undoubtedly would for such a novel sight. That sheet of water is nearly 20 miles long, with Annapolis Royal at one end and Digby at the other—one with historic reminders of old Arcadian forts in ruins, and the other a favorite summer resort for visitors from across the borders. Then, the North Mountains look down on the basin like a section of a mighty amphitheatre, from which the Annapolis Royal regatta could be viewed from start to finish. What do you say, ladies and gentlemen?

SIGNIFICANT SIGNS

IF we want further evidence of an optimistic outlook for the fishing business, consider the dozen or more new schooners to be built at Essex within the year. Bear in mind that these are not sporting propositions, but rather hard-headed business investments, backed by men of mature judgment who are close to the industry.

AN IMMINENT SNARL

IF we mistake not, the judicial qualities of the Halifax Race Committee will come in for a severe test when it comes time to decide the eligibility of certain fishing schooners as contenders in the International Fishermen's Races.

For instance, there is the Mayflower. Can anyone now question her right of classification as a practical fisherman? Has she not proved herself to be one of the most successful winter fishing vessels of any of the fleet out of Boston or Gloucester, both as a sea boat and a money maker? How can the Halifax Committee now declare her other than a practical fisherman? Yet, the Mayflower still

represents the same "extreme type" which called for her disbarment last fall.

And what of the Puritan, planned by the same designer, and said to follow closely the design of the Mayflower? Will she be eligible, or will she not? And if so, why not the Mayflower?

TIME TO BOOST FISH

WHEN Mayor Wheeler of Gloucester, in his inaugural address, made his outrageous charges against the fish interests of his city, he not only delivered a terrific body-blow to Gloucester, but his malicious accusations reflected a serious measure of discredit on the fish industry as a whole.

At first we expected that the outspoken mayor was in for a warm time at the hands of his people.

But he only receives a public rebuke. The city council allows him to retain his office in the belief that time will heal the wounds he has opened. As an antidote a "boost Gloucester" movement is advocated.

That is the logical method of counteracting evil publicity. But why should Gloucester be called upon to bear the burden of setting aright the public mind in the matter of the conduct of the fish industry? Assuredly it is the bounden duty of the associated fish trades to get behind a national movement that will enlighten the entire country on the vital subject of fish as a food.

WON'T TRY IT AGAIN

THE lobster interests on each side of the Bay of Fundy clashed a little during the recent Canadian extra session. The Nova Scotia receipts in Boston naturally cut down prices in general, and hence the complaint from the Maine shippers. The prospect is that the interim fishing will not be repeated, and the Maine producers will have a better chance. The Nova Scotia handlers are not likely to object; at least a majority of the fishermen down there say they wouldn't be hired to tend traps again in the fall. The reason for this resolve has never been intelligently stated, but they can do as they please about it. There is no conscription in any kind of useful labor, but rather prescription just now. Once it was "work or fight." Now disarmament sessions and industrial crises are heading towards neither.

Somebody remarked the other day that the United States was the only member of the four-power pact which did not encourage its deep-sea fishermen by bounty, bonus, relief society or insurance funds. Did you ever think of it before?



DRIFTWOOD



PECULIARITIES OF SQUID

Under the skin of the back of the cuttlefish, or the squid, as this relative of the devilfish is also known, is a bone (its substitute for a skeleton), which affords to caged birds a suitable substance to sharpen their beaks upon. Oddly enough, no American species of squid furnishes a satisfactory cuttlebone. These bones come from China or from the Mediterranean.

Cuttlebone ground to powder is an important ingredient of dentifrices. The 'ink' thrown out by the animal to cloud the water when trying to escape furnishes the "sepia" of commerce, being dried and pressed into cakes. It enters also into the composition of "India ink".

The cuttlefish has a beak of its own, parrotlike, sharp and powerful. It is remarkable to see these mollusks dashing right and left through a school of young mackerel, biting a triangular piece out of the neck of each fish and killing at every snap by severing the spinal cord. They are frightfully greedy creatures and will devour their own kind with avidity.

The mackerel, when grown, take their turn at gobbling the cuttles. Indeed, all carnivorous animals that dwell in the sea feed largely upon squids. Even the whales devour them by myriads.

The chameleon, famous for changing its coat colors, is an amateur at camouflage compared with the squid, which automatically and instantly alters its hues as it passes over one kind of bottom or another, so as to match the background and obtain a relative invisibility.

Dropping to the sandy bottom, it assumes the color of sand. Among rocks it adopts the hue thereof. Swimming in the water after prey it is almost transparent.

FOUND A PEARL

Joseph Jaffray, while lunching in a Chicago hotel, ordered six oysters as part of a meal costing 85 cents. Allowing 15 cents for a tip, he figures that he is at least \$799 to the good, for in one of the oysters he found a pearl that is valued by experts from \$800 to \$1,000.

OCEAN WATER

The deepest place in the ocean yet found, 5,269 fathoms, or about six miles, was discovered by the U. S. steamship Nero in 1899 at latitude 12 degrees 43 minutes north, longitude 145 degrees 49 minutes east. The maximum average yearly temperature of the surface occurs in the Indian Ocean and is nearly 85 degrees Fahrenheit. At great depths the temperature does not vary much the world round. Below 400 fathoms the temperatures are mostly within five degrees of freezing. Sir John Murray calculated that at least 80 per cent. of all the ocean water has a temperature below 40 degrees. By estimating the weight of salt in the ocean and comparing it with the rate of inflow of salt from the rivers, Joly has concluded that the age of the ocean does not exceed 100,000,000 years.

UNUSUAL CATCH

San Diego, Calif., fishermen recently landed a stranger of the deep in their nets, which had the general appearance of a shark, and was 15 feet long.

The upper jaw was surmounted by a clumsy looking horn of solid bone. An interested spectator took a photograph and sent it to Popular Mechanics, after which the fish was sent to a fertilizer. Later a prominent scientist notified the captain that he had caught a female of the species "basking shark," of which only six are known to have been taken during the history of the world's fishing industry.

FIGHTING FISH

The favorite sport of the Siamese is fish-fighting. The fighting fish are described as being long and slender and very ferocious. The moment they are placed together in a vessel of water they dart at one another, and the onlookers become so excited over the contest that they will wager anything they have at hand on the success of their favorite fish.

Scientists have succeeded in crossing herrings with white fish, the result being a fish as well flavored as the herring, but with fewer bones.

CARAQUET OYSTER COMING BACK

Messrs. George Duguay and Joseph H. Dugas of Caraquet shipped a carload of far-famed Caraquet oysters of bygone days to Montreal recently, and Mr. Duguay accompanied the shipment. Years ago the Caraquet oyster was considered the peer of all others, but the tremendous demand and the activities of fishermen from all parts of the country nearly stripped the oyster beds. The fishery is slowly improving the past year or two, and although the product is as yet quite small in size, it retains the high quality which made the name Caraquet famous in every metropolitan eating house on the continent.

OYSTERS GROW ON TREES

Oysters grow on trees in the mouth of the Altamba river, Georgia. Sour-orange trees grow right on the river banks, and the drooping branches are under water at high tide. Oysters attach themselves to the branches at the flood and at low tide can be picked off like the fruit on the branches above.

FISH BREEDING IN JAPAN

A novel venture is reported in the Japan Weekly Chronicle. A party of business men are planning to establish a fish-breeding company, to be known as the Hamana Yogyo Kabushiki Kaisha, near Arai station on the Tokaido line, where they have secured an area of water of Lake Hamana. The enterprise has been capitalized for 1,500,000 yen, and it is expected that the shares will soon be on the market.

"FINDON HADDOCKS"

Finnan haddies are so called on account of a small village in Scotland called Findon, not far from Aberdeen. In this village haddock was first prepared in this form and the product was known as "Findon Haddocks".

Pink pearls are so rare as to have no fixed commercial value, though pearl fishers say that when they are found Indian rajahs are always willing to pay enormous prices for them.

DOCTOR SMITH RESIGNS

Senator Lodge Favors Dr. G. W. Field for Fisheries Berth

DR. HUGH M. SMITH, who has been United States commissioner of fisheries since 1913, has resigned after 36 years of service with the Bureau of Fisheries.

Entering the fisheries service in 1886, Dr. Smith was assistant in charge of the Division of Fisheries from 1893 to 1897, and from the latter date until 1903 was assistant in charge of the division of inquiry respecting food fish and fishing grounds. He then became deputy commissioner of fisheries, a position specially created by Congress, and from which position he was promoted to the head of the bureau.

During his period of service with the bureau he represented the United States on a number of international fishery commissions.

Appointment of Dr. George Wilton Field of North Bridgewater, Mass., as federal commissioner of fisheries to succeed Dr. Smith was recommended to President Harding by Senator Lodge of Massachusetts. Dr. Field also has been indorsed by Vice-President Coolidge and Secretary of War Weeks.

The Bureau of Fisheries is in the Department of Commerce, and a salary of \$6,000 annually goes with the position of commissioner.

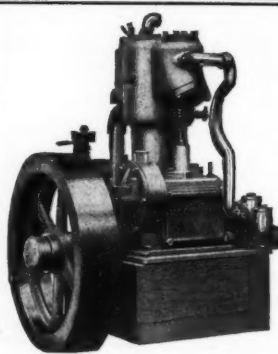
Dr. Field is a former state commissioner of fisheries and game in Massachusetts. He was born in North Bridgewater in 1863 and was graduated from Brown University in 1887. Before going to the Massachusetts commission on fisheries and game he was an instructor in biology in Brown University, the Rhode Island agricultural station and Massachusetts Institute of Technology. Recently he has done considerable research work for the Argentine government.

FISHERMEN'S RACE NOTES

WITH no less than a dozen new vessels to be built for Gloucester interests within a year, it begins to look as though the little town of Essex is starting on a building boom, such as she has not experienced for a long time. There is little question but that the International Fishermen's Races have contributed in no small measure to the stimulus in fishing-vessel building. However, it would be absurd to attribute the present boom solely to the very prevalent racing fever. There are undoubtedly more practical reasons. In fact, it bespeaks a growing confidence in the immediate future of the fish business.

Whatever the reason responsible for the building boom, we may be sure that the fishermen's races will profit tremendously, for the large number of new vessels which will be entered will create an unprecedented interest in both the local and international events.

Great expectations are held for the fishing schooner Puritan, now under construction at the



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yard of J. F. James & Son at Essex. The fact that she is designed by Starling Burgess, who drew the lines for the Mayflower, lends unusual interest to the boat lover. Gloucester fishing skippers and others identified with the industry stand back of the Puritan. These owners have organized as the Manta Club—a name reminiscent of a little, old-fashioned schooner, the Philip P. Manta of Gloucester, that raced in the American elimination trials.

At Arthur D. Story's yard, Essex, preliminary work is going along on the new flyer for Captain Clayton Morrissey, designed by Thomas McManus of Boston, patterned after the old Oriole, which is said to have been the slickest craft to sail the sea.

Meanwhile Canada has not been content to rest on her laurels. It's said that a new Canadian contender is planned, and rumor has it that C. E. Nicholson of Gosport, England, designer of Lipton's Shamrock IV., will undertake the designing of her.

The Bluenose, built right up to the limit under the deed of gift, is said to be doubtful as a 1922 defender, because she is likely to get so water-soaked as to become longer at the waterline than the rules permit.

The American Race Committee, composed of Hon. Charles D. Brown, Fred L. Davis, Captain Charles H. Harty, William J. MacInnis, Esq., William H. Jordan, Captain John J. Matheson, Arthur L. Millett, Captain George H. Peeples, Major John A. Radcliffe, Wilmot A. Reed, Benjamin A. Smith and R. Russell Smith, has directed its counsel to bring suit against Mayor Wheeler of Gloucester for libel. The mayor, in his inaugural, charged that the committee had acted secretly and fraudulently in the fitting of the Elsie, in preparation for the International Fishermen's Races.

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A TRUE STORY OF THE SEA

By JOHN A. BEAL

ON August 23, 1883, the schooner Mary E. Hagan set sail from Beals, Me., with a crew of eight men. The schooner Mary O. Andrews, bound for LaHave Bank on a fishing trip, left at the same time.

On the 26th we arrived and cast anchor on the Banks and soon began hauling in the fish, which were very plentiful. All went well until the morning of the 29th, when a strong breeze sprang up from the east, with a heavy ground swell from the southeast, with indications of a heavy gale. So we began preparing for it by stowing away and battening down tarpaulins on hatches. At noon it had increased to a gale with a heavy cross sea. At 2 o'clock P. M. our schooner broke adrift, so we hove up the anchor, put her under a double reef foresail—a "fisherman's harbor". At 4 o'clock P. M. a heavy squall ripped our foresail from the bolt-rope and blew it away. We then cast our fishing anchor, rigged a drag of fenders, tied it to the hawser 30 fathoms from the anchor and paid out 100 fathoms of hawser, and set our riding sail to keep her bow up to the sea which was running high at that time, but she climbed them like a gull.

It was a rough night. The gale had increased to hurricane force and the sea and clouds seemed to meet. Big combers were sweeping our decks from stem to stern. It was not safe to be on deck unless lashed, the ocean being whipped into combing billows 25 feet high, while our little schooner struggled to climb them, one after the other in quick succession. (Everything being secured, all the crew went into the after-cabin, occasionally looking out on deck to see if she was all right. At about 10 o'clock the writer looked out. Everything was intact. The gale was at its height. It was a sight I shall never forget. The clouds were nearly down to our mastheads, the whole ocean was a

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Cleveland.....	21	12	21	12	21	13
Detroit.....	18.9	9.7	18.9	9.7	18.9	9.7
Chicago.....	19	8.5	19	8.5	20	8.5
San Francisco....	23	14.5	23	14.5	23	14.5
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combing breaker, the rain was falling in torrents and the wind and sea were roaring like thunder. I was telling the crew if everything held I thought she would weather the gale, when all at once she was caught by what old sailors term "an unlucky sea," which threw her on her beam ends, mastheads in the water, submerging her and sweeping everything from the decks, taking the riding sail from the ropes. The hawser that was on deck was carried over the spring stay and the chain on

deck was washed over the lee rail overboard. Everything in the hold above the ballast floor was shifted into the lee bilge. Fish, bait, ice, wood, provisions, salt and all were wedged to the deck. Dampers from the stove were in the top berth. We were all thrown to the top of cabin. Water was pouring in on us and we

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are built. That's the guarantee under which these suits are sold—and we stand firmly behind it. The finest fisherman's suit made—soft, pliable, and Extra Heavy. If your dealer hasn't got them—write us.

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thought our time had come and she was going to the bottom. But to our happy surprise she righted to the angle of about 45 degrees. Captain James F. Beal and myself rushed to the deck, keeping the crew below. We cut the rigging and let spars and all go by the board, which saved the vessel and her crew. One more big sea would have settled it with us.

We were later picked up by the schooner Josie May and towed to port with all on board. The schooner Mary O. Andrews never returned. She, with others, went to the bottom that night with all on board.

FINDS AMBERGRIS ON PLUM ISLAND

The recent finding of ambergris on the shores of Plum Island created considerable excitement in that vicinity. William C. Webster of Newburyport was walking along the beach when a wave washed a 2½-pound lump of the precious substance almost at his feet. At the present price the ambergris is worth approximately \$700.

A swordfish weighing 500 pounds, and a rarity for this time of year, has been taken by the Boston sloop Prior Townsend near Block Island.

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GLOUCESTER YACHT COPPER PAINT

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This paint must be thoroughly stirred while applying as in this way you will have an even per cent of copper over the whole bottom. Add nothing to this paint as it is prepared ready for use.

THIS PAINT IS NOTED FOR ITS SMOOTHNESS.

Manufactory & Office - GLOUCESTER, MASS. U.S.A.

The monster was found entangled while stripping trawls and was killed with considerable difficulty and not without danger to the doryman who administered the quietus to the struggling creature, which was landed at Provincetown.

For 48 hours the power trawler Mariner of Gloucester, Captain John Shea, which took her in tow for broken and propeller gone, while on the Western bank, off Nova Scotia. She was sighted by the Boston trawler Breaker.

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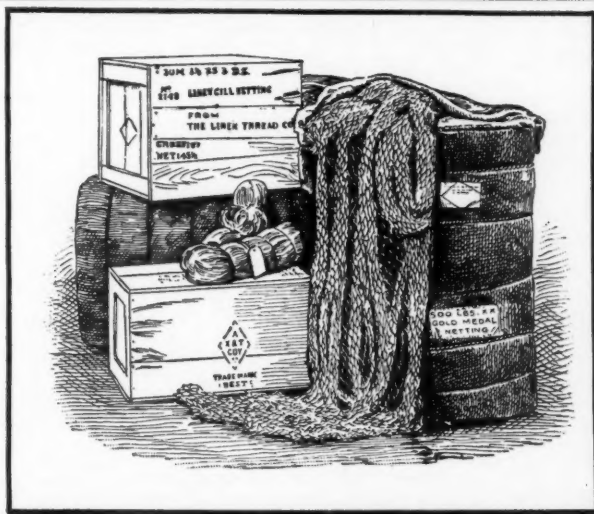
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BOSTON
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BALTIMORE
CHICAGO
and
SAN FRANCISCO**

PROVINCETOWN NOTES

The southeaster of Jan. 11 for which hurricane warnings were hoisted, although of few hours' duration, was accompanied with a driving rain and thick weather, causing some damage along the waterfront and one man lost by drowning.

The weather was quite moderate early in the morning and half the fishing fleet, consisting of a dozen flounder draggers and 20 or more gasoline dories, went out into various parts of the bay to fish. The storm increased with such rapidity during the forenoon it had reached its height at noon, catching the majority of the craft half-way back. The flounder boats, being much bigger than the gasoline trawling dories, weathered the storm with but slight damage, although the sloop Ignatius Enos failed to make her mooring on her arrival after several attempts, and drifted before the gale and heavy sea on to the beach. The flounder boat Jessie D., owned by Peter Mascarenhas, also missed her mooring, but was more fortunate. After several attempts he finally got his craft made fast. The sloop Arthur and Matthew broke from her mooring at the height of the storm and came ashore near the Ignatius

Enos. The tide was low when the two boats grounded and they were floated without apparent damage on the next high tide. Four or five of the gasoline dories went down as far as Highland Light to set their gear, some off Race Point and others on the Ledge, but all had a hazardous time coming up around Woodend over the treacherous bars through the raging surf, with only a canvas for protection. These dories generally carry two men, and it was coming across the bars that John Gomes, a young Portuguese lad, and his partner were swamped when a big comb broke over their boat. Gomes, who was beneath the cover watching the engine, went down with the boat, while the partner, who was manning the tiller, had more of a chance to get free. He was picked up by John Costa in another dory just behind them. When Costa was close enough he grabbed the man overboard by the hair, and although his own dory was heaving so that he was nearly thrown overboard, he braced himself with one foot against the muffler of his engine and landed his man aboard. The muffler was so hot it burnt a large hole through one of Costa's boots.

Practically all floating trap and

pole weir fishing has been suspended until spring. The gear has been taken up and the trap boats hauled up on shore for annual painting and repairing. The cold storages, to whom most of the traps belong, have begun to ship their frozen products to St. Louis, Baltimore, New York, Philadelphia and other wholesale markets. This season's catch was small in comparison with previous years.

One day recently the flounder fleet landed nearly 400 barrels of dabs and flounders. This, combined with the groundfish landed by the gasoline dories, made a big day's catch. It is very seldom during the good weather that the flounder fleet lands less than 300 barrels daily.

THE LOBSTER AT HOME

(Continued from page 11).

scale, which so surprised the early pound owners in Maine. Looking overboard on a calm day in the vicinity of Cape Sable ledges where the water is quite shoal, I have seen the sandy patches of the bottom thickly strewn with minute fragments of shell which glitter through the clear brine like so many Oriental pearls. These are the leavings of the lobster feast.

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We take boats directly from the builder and equip them ready for the sea
Boats Overhauled

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E. L. ROWE & SON, Inc.**Sailmakers and
Ship Chandlers**

28 Wharf St., Gloucester, Mass.

Lunenburg's tribute to the sea during 1921 was 13 lives. The schooner Independence lost two men, who went out in a dory during a summer fishing trip. The schooner Shepherd

King had two men washed overboard and drowned during a heavy gale while out on a fall fishing trip. The schooner Victrola, lost with all hands, added a total of seven lives. Two other men met tragic ends.

When the Nantucket fishermen received word that the market price of flounders had jumped to \$30 a barrel, many of them were quick to take advantage of the path of open water made through the ice by the outgoing steamer Uncatena, and chugged their way to the quahaug or flounder grounds.

**Gloucester
Copper Paint****Henderson & Johnson
Company, Inc.**
Gloucester Mass.

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ROCKLAND

MAINE

ICE TO ICELAND NO JOKE

Strange as it may seem, Iceland has run short of ice, and urgent requests for immediate shipments of that commodity have been sent to Norway.

Herring fishing, Iceland's principal industry, is in grave danger, as ice is required for packing the fish, which are exported in large quanti-

ties. This ice shortage has been caused by an extraordinary mild winter.

On the north coast of the island there is ice without limit, but there are no means of transporting it to the districts where it is required. Hence the urgent appeals for shipments of ice from other parts. In order to save the herring industry.

—○—

Beam Trawler Gloucester, which cost \$276,000 to build in 1919, was recently bid in at a United States marshal's sale for \$3,650. The high bidder was William S. Nolan of East Boston, a dealer in machinery. David W. Simpson of Boston was another prominent bidder. It is not known whether or not this sale will be approved by the court.

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either in

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Manufactured by

George Kirby Jr. Paint Company

New Bedford, Mass.

PORTLAND AND VICINITY

By C. A. FRANCIS

January 6 fishermen in Portland were doing well with prices high. Cod, \$4 to \$12 hundredweight. Weather bad most of the time, but vessels keep going. Haddock, \$10; cusk and hake, \$4 hundredweight; 11,000 pounds lobsters landed from Monhegan and Matinicus. Beam trawler Sheldrake of Rockland lands 194,000 of cod and haddock, the largest trip landed in Maine ports this winter. Dirigo Fish Co. moving to Commercial Wharf. Rundlett Co. going out of business.

January 9, over 125,000 pounds ground fish landed. Prices held up well, with cod, 3 to 7½ cents per pound; haddock, 7 to 8 cents; cusk and hake, 3 cents.

January 11, severe northeast storm with hurricane signals displayed at weather bureau. No vessels going out.

January 20, schooner Eleanor of Portland drags anchors at Ports-

mouth and goes ashore on Fisher's Island. Revenue cutter standing by to assist; vessel lies easy on rocks. Fishing business very quiet, only vessels and small boats fishing when weather permits. New fish buyers start business on Commercial Wharf, known as the Portland Fish Co.

January 23, schooner Richard Nunan of Cape Porpoise carried away foremast off here in heavy northwest gale January 22. Schooner Eleanor of Portland hauled off the rocks at Portsmouth by cutter Ossepee, leaking very little and with bobstay carried away. Apparently not much damage to bottom. Will haul out on railway for examination. Prices on groundfish fair; haddock, 8 cents; cod, 4 to 8 cents; cusk, 4 cents; hake, 4 to 7 cents, ex-vessel.

Boston will import quantities of herring from Bay of Islands, N. F., the catch being estimated at from 25,000 to 45,000 barrels.

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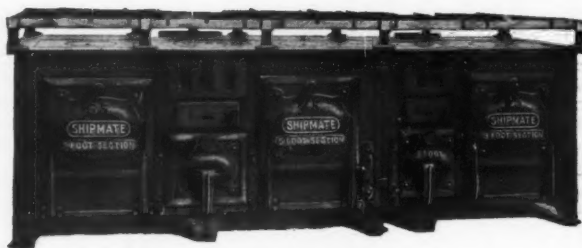
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The SHIPMATE costs a little more than some, but you will get this back and more in strength, durability and working capacity.

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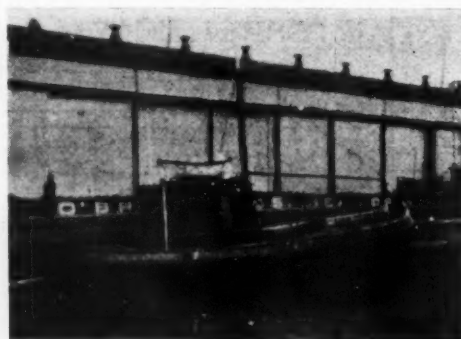
A NOVEL VENTURE OF A HARBOR CRAFT

NUMEROUS craft of almost every description are tied up in the harbor of the metropolis, due to the reduced demand for tonnage, service, etc., caused by the post-war slump in shipping.

After looking into the possibilities and scanning the horizon for a place of activities, the owners of the harbor lighter "Aurora" finally discovered the island of Nantucket off the coast of Massachusetts, and found out that there was a demand for quick despatch to New York of cargoes of fresh fish brought to the shores of the island by the fleet of fishermen in that vicinity.

The "Aurora," a picture of which is shown elsewhere, was completed last spring at Cambridge, Md., by the Cambridge Manufacturing Co. to the order of the Marine Transportation Co., Inc., of New York, of which Mr. H. W. Nordell is president. She is 64 feet in length, 18 feet beam, 8 feet depth and 6 feet 8 inches draft when light. She has a cargo-carrying capacity of some 90 tons, there being a power hoist on

without any sails whatsoever in the heavy seas and gales that prevail at this time of the year from New York to Nantucket and vice versa. Now she plies this distance of some 220 miles on schedule time, averaging a speed of some 9 miles an hour, and cheaper than any other mode of transportation could accomplish the want she has discovered there is to fill for her. Her owners say that the cost of fuel consumed does not ex-



The Harbor Lighter "Aurora", oil driven, finds profitable job as fish carrier between Nantucket and New York.

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deck with a lifting capacity of two tons. But the most interesting feature and, in fact, the one Mr. Nordell claims has enabled her to enter upon her new venture, is her propelling machinery, a 100 B. H. P. direct reversible, heavy duty Bolinder oil engine. For, says Mr. Nordell, were it not for the reliability of this engine they would never attempt to brave that oftentimes treacherous passage

ceed 30 cents an hour—a simply remarkable feature which spells unqualified success to more vessels of the "Aurora's" description.

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